Design Speed (km/h)	Curve Radii (m)		
	Normal Crown	Remove (Adverse) Crown*	See Figure 43-3C
30	$R \geq 25$	$25 > R \geq 22$	$R < 22$
40	$R \geq 55$	$55 > R \geq 47$	$R < 47$
50	$R \geq 104$		$R < 86$
60	$R \geq 178$	$104 > R \geq 86$	$R < 142$
70	$R \geq 258$	$178 > R \geq 142$	$R < 204$
		~~$258 > R \geq 204$~~	

* *The shaded area in Figure 43-4C reflects these radii ranges. In this range, it is desirable to remove the crown and superelevate the roadway at a uniform slope of +.020. However, it is acceptable to superelevate at the theoretical rate from Figure 43-3C, if consistent with field conditions.*

Note: The limit for NC is based on a theoretical superelevation rate of -.020. The upper limit for RC is based on a theoretical superelevation rate of +.020. Radii are calculated from:

$$R = \frac{V^2}{127 (e + f)}$$

RADII FOR NORMAL CROWN SECTION AND REMOVE CROWN SECTION
(Low-Speed Urban Streets)
Figure 43-3D